

ville.

1861, Aug. 30

General John C. Fremont declared martial law in Missouri.

1861, Oct. 22

Confederate General Jeff Thompson and his army passed through Wayne County with 18,000 pounds of lead after the Battle of Greenville Road.

1862, July 20

The "Surprise on Greenville" occurred when Confederate soldiers captured the Union encampment at Greenville and took away many horses, guns, and supplies, and used a Union ambulance to carry their own wounded.

1862

Union army regiments were enrolled at Patterson and Greenville.

1862

Union General William Plummer Benton was ordered south to Patterson from Indiana, to fortify the post there and prepare for an expedition into Arkansas. Named for General Benton, the fort was completed by the end of November 1862.

1863, April 20

The first battle of Patterson resulted in Colonel Smart evacuating federal troops from Fort Benton at Patterson. Marmaduke's forces captured the supplies he had been unable to haul away or destroy.

1863

Unusual fall weather added to the woes of the people as well as the soldiers. There was a bad flood on the St. Francis River as well as a four-inch snowstorm in October.

1864, Sept. 22

Confederate General Sterling Price and the center column of his huge army passed through Greenville. General Jo Shelby's forces captured Patterson and cut telegraphic communications with Pilot Knob.

1864, Sept. 27

The bloody Battle of Pilot Knob at Fort Davidson in Iron County brought death to many men of Wayne County on both sides.

1865

A new Missouri constitution was adopted by a narrow margin. The Wayne County representative to the constitutional convention was Captain James T. Sutton of Coldwater.

1868

Wayne County's first newspaper, *The Missouri Weekly*, began publication in Patterson with Charles B. Rotrock as editor.

1868

Coldwater was the new name given to the village of Cedar Creek when James P. Ellis took over the post office there. Cedar Creek/Coldwater was first surveyed in 1859, and a town plat was drawn by James R. Willett. A carding mill and



Marked the on back of this picture of Coldwater, "Jan. 1948." Buildings L-R are: Maivin Justine home, Coldwater Methodist Church, Behr home, behind the Behr home across the field is the Russell Norton home, Frank Fencil home, Floyd Stokely home, Kennedy's Store, Bryan Kennedy home, and Gilbert Murray home.

large grist mill were located there and the village had a population of 200 at its height.

1871

The new town of Piedmont was named and platted by railroad official Thomas Allen. Tom Allen is credited with building the railroad all the way across Wayne County from north to south, a distance of 32.34 miles. The first settlement here was Danielsville, but the railroad officials renamed the town Piedmont, which is French for "foot of the mountain," in reference to its location at the foot of Clark's Mountain. As a result of the Iron Mountain railway, Piedmont became a thriving trade center. Men from as far away as West Plains came in wagons to trade or drove herds of livestock to be shipped by train. Leading merchants such as Eli Klotz set up camps where men from a distance could spend the night before starting home. Hotels, livery stables, and dramshops sprang up. Several stores, drug stores, and blacksmith shops made Piedmont a bustling town. Piedmont became a railroad division point. Between 1890 and about 1905 a train left on the average of every 15 minutes. On April 19, 1924, the roundhouse at Piedmont closed after operating for 50 years. The last passenger train to serve Piedmont ran on Nov. 9, 1968.

1871

The village of Gads Hill was established on the Missouri Pacific Railroad on a high eleva-

tion. The town was platted in 1872 by George W. Creath and named for the country home of Charles Dickens. During the time a post office was maintained from 1886-1887, the name was changed to Zeitonia. The name Gads Hill was restored when the post office closed.

1871

The town of Williamsville was laid out. William Williams homesteaded the area in the early 1860s, and the town is named in his honor, or for his son Asa E. Williams to whom half the homestead was deeded. The town was laid out by Asa E. Williams when the Missouri Pacific Railroad was built and a post office was established in James A. Lee's store. The Frisco Railroad was built through the town in 1886. The town's first incorporation was made in 1887 by Mayor James F. Powers. Asa Williams built a large double log house on his tract, which stood directly in front of the Julian property, later occupied by C. E. Sharp. The well at Mrs. L. A. Stokely's place was the old farm well and was at the edge of the porch of the Williams home. Biggerstaff built a home on his land, which stood on the site of the home later owned by A. W. Copeland. George Tomlin owned what became the C. M. Becker farm. These were the first houses in the vicinity. Upon the approach of the St. Louis, Iron Mountain and Southern Railroad to this point in 1871, which is now known as the Missouri Pacific, the